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NIE-40 (Economic)

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NAVAL CONSTRUCTION

November 26, 1951

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- (a) Repair both naval and merchant vessels.
- (b) Construction of minor combatants.
- (c) Construction and conversion of merchant vessels.

It is not believed that materials and manpower will be a primary difficulty in the picture of naval construction as presented in the attached table (Section III). The estimated construction is considerably below maximum shipyard capacity. It is assumed that the necessary materials to complete Western European naval programs will have been already ear-marked by mid-1952. The Soviet Union and her Satellites are believed able to maintain their present trend of construction indefinitely. The materials for the expected increase in Soviet construction can be obtained in Western Germany, if that is necessary. A conservative estimate of Germany's effort in submarines alone during 1944 is around 300,000 tons.

2. Consumption

Naval vessels are not "consumed" at a rate sufficient to warrant comment. The utilization of materials for naval construction may be expected to have an impact on the rest of the economy; the extent of this impact can not be judged.

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Section III

1. ESTIMATED CONSTRUCTION, CONSTRUCTION CAPACITY, AND INVENTORY SOVIET BLOC AND WESTERN EUROPE

1. Invent. 2. Est. Constr. 1951 3. Est. Constr. 4. Peak ann. 5. Est. Invent. 6. Est. Invent. 7. Est. Constr. 8. Est. Constr. 9. Est. Constr. 10. Est. Constr.
as of 1 Jan. a. Comp. b. Under Constr. a. Comp. b. Under Constr. W.W. 3rd-1951 Mid-1952 Cap. 1951 Mer. Nav. Cap. Mid-1952 Mer. Nav. Mid-1953 Mid-1954

USSR	812,950	107,780	181,590	76,590	234,780	10,800	920,730	997,320	None	315,000	None	315,000	130,500	225,000
Poland	5,214	None	None	None	None	NA	5,214	None	50,000	20,000	55,000	22,000	None	None
Germany, East	None	None	None	None	None	NA	None	None	160,000	64,000	160,000	64,000	None	None
Hungary	None	None	None	None	None	None	None	None	10,000	4,000	10,000	4,000	None	None
Romania	4,333	None	2,200	None	None	None	4,333	5,433	18,100	7,000	18,100	7,000	None	None
Bulgaria	1,460	None	None	1,100	1,100	None	1,460	1,460	12,000	4,000	12,000	4,000	None	None
Yugoslavia	None	None	None	None	None	None	None	None	1,500	600	2,000	800	None	None
Communist China	17,350	None	None	None	None	NA	17,350	17,350	11,000	4,000	11,000	4,000	None	None
Australia	None	None	None	None	None	None	None	None	1,500	600	1,500	600	None	None
Belgium	5,070	None	None	None	None	None	7,070	9,070	80,000	32,000	80,000	32,000	None	None
Denmark	10,560	None	None	None	None	None	10,560	15,000	220,000	88,000	220,000	88,000	None	None
Finland	None	None	None	None	None	None	None	None	24,000	10,000	24,000	10,000	None	None
France	235,000	1,000	25,000	None	35,000	None	236,000	236,000	400,000	160,000	400,000	160,000	6,500	25,000
Germany, West	40,725	None	None	None	None	None	48,945	44,505	None	None	None	None	None	None
Italy	123,000	1,300	4,800	None	7,500	310,000	127,000	130,000	800,000	300,000	800,000	300,000	3,500	5,000
Netherlands	60,000	None	30,000	None	34,000	30,000	60,000	60,000	300,000	120,000	300,000	120,000	20,000	8,000
Norway	22,875	None	None	None	None	None	24,975	24,975	157,000	62,000	151,000	62,000	None	None
Portugal	19,110	None	None	None	None	None	19,110	21,230	20,000	8,000	20,000	8,000	None	None
Spain	108,531	2,775	13,780	4,400	15,420	14,000	109,300	113,700	150,000	60,000	150,000	60,000	2,200	5,000
Sweden	92,290	None	6,600	None	14,000	22,530	92,290	92,290	350,000	140,000	350,000	140,000	4,800	None
Turkey	61,050	None	None	None	None	None	59,740	59,740	None	None	None	None	None	None
West Germany	None	None	None	None	None	NA	None	None	350,000	140,000	350,000	110,000	None	None
Yugoslavia	6,286	None	3,800	3,000	5,800	None	6,286	9,286	25,000	10,000	25,000	10,000	800	2,000

NOTE:
Naval Tonnage: Standard Displacement
Merchant Tonnage: Gross Registered Tons

Following Not Included As Having No Construction And No Capacity:

Czechoslovakia
North Korea
Inner Mongolia

Luxembourg
Saar
Switzerland

West Berlin

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2. The figures given in the attached table represent the following:

- (a) Tonnage for naval inventory is in metric tons; all units at standard displacement.
- (b) Major types include all units down through and including minesweepers (AM).
- (c) Figures given under 2a, 3a, 9a and 10a cannot be considered a production rate but represent tonnage which has been completed during period indicated (i.e. 2a equals tonnage completed during entire twelve months of 1951; 3a equals only tonnage completed during first six months of 1952, etc.)
- (d) Figures given in 1 and 5 represent only completed tonnage and do not include tonnage under construction.
- (e) Figures given in 2b, 3b, 9b and 10b represent final weight where completed, and not actual weight of material on the ways.
- (f) In some cases, increases or decreases in inventory represent either MDAP transfers or scrapping.
- (g) Construction capacity given in 7 and 8 represents the total tonnage that can be building at any given time, and does not represent the possible yearly construction, which may differ, depending upon construction methods and types under construction.
- (h) Since most shipbuilding facilities can be utilized for either naval or merchant vessels, the figures given in 7 and 8 represent a comparison of naval and merchant construction, assuming that manhours spent on merchant and naval construction would be proportional with the weight of material handled for each type of construction, excepting certain countries which have no naval construction experience at all, and other countries which are not engaged in merchant construction.

General Note

Production rates can not properly apply to the naval construction outlined in this summary, and are not given in the attached table. The column headings were changed so that they more accurately describe the meaning of the figures below. The word construction was substituted for production, as it is a more accurate description of the building process of a ship.

3. Construction World War II

Rundown on Type of Naval Construction undertaken in Western Europe during World War II.

(a) By countries:

- (1) POLAND: no activity - as country was continuously occupied by the enemy and employed primarily as a staging and rear support area for most of the war. DANZIG considered "German" during the war. GDYNIA served solely as a German naval operating base under the name of GOTENHAFEN.
- (2) CZECHOSLOVAKIA: no known activity - may have built/repaired/converted craft for the Axis river flotillas.

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- (3) GERMANY-EAST: as part of the 3rd Reich
conventional submarine construction at:
Rostock, Stettin and Danzig. Type XXI
fast SS assembly at Danzig. M.40 mine-
sweeper construction at Rostock and
Koenigsberg. "Schicau" types of DD and
DC at Elbing. M.43 minesweeper assembly
at Rostock and Koenigsberg. Considerable
construction and conversion of coastal
types.
- (4) HUNGARY: same as for Czechoslovakia.
- (5) ROMANIA: probably utilized by the Germans for
assembly type construction of landing and
coastal types in Black Sea; some conversion
work, and completion during war of at
least 2 SS and 1 CMC.
- (6) BULGARIA: no known activity.
- (7) ALBANIA: NIL.
- (8) COMMUNIST CHINA: as then Nationalist China: NIL. Japanese
used some facilities to support their
occupation naval forces.
- (9) NORTH KOREA: as part of Japan, not known, but probably
not great.
- (10) INNER MONGOLIA: NIL.
- (11) AUSTRIA: same as for Czechoslovakia.
- (12) BELGIUM: Coastal warfare types for occupying Germans,
probably not exceeding LMC and PCE types
in importance. 1,640 ton DE ARTEVELDE
completed in Holland by the Germans.
- (13) DENMARK: Normal pre-war program delayed by the
occupation; some replacement DC (materials
furnished by Germans in return for certain
pre-war DC commandeered by them) begun
(not completed) during war. Germans did
not exploit Danish facilities for naval
construction.
- (14) FINLAND: 1 CMC completed, as well as a few PT. No
known work for German 'allies'; probably no
activity following 'liberation' by the
Soviets.
- (15) FRANCE: Normal work on pre-war naval program down
to the defeat of Metropolitan France in
mid-1940; complete cessation thereof for
the duration.
Germans made minimal use of French shipyard
facilities and did not use them for
construction/conversion of types above
coastal patrol categories.
- (16) GREECE: Assembly work on 2 DD ceased with the
German invasion in 1941. Germans used
local facilities for conversion of local
small craft.
- (17) ITALY: Down to the invasion of Italy and the over-
throw of the Mussolini regime (1942-43) -
continued work on fleet-type naval program,
with gradually shifting emphasis from BB
and cruisers to CV conversions and DD and
smaller craft. Germans limited their
exploitation of new construction to PT,
landing and coastal patrol types, and refit/
conversion of ODD's and under.

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- (18) LUXEMBURG: NIL.
- (19) NETHERLANDS: Normal work on pre-war naval program until the German 1940 invasion. Germans limited use of yards to AMC, PCE and lesser types, although a limited number of DD built to Dutch design were begun toward the end of the war.
- (20) NORWAY: Normal work on pre-war program until the German 1940 invasion. Germans had little success in exploiting yards even for coastal type construction due to strong passive resistance (sabotage by scuttling of a newly completed ex-Norwegian DD).
- (21) PORTUGAL: No construction of significance due to lack of resources.
- (22) SPAIN: Naval construction virtually at a standstill due to exhaustion by civil war and lack of imports. Ambitious program announced toward end of war remained largely a "paper program" for these reasons.
- (23) SWEDEN: Considerable upswing in naval construction due to country's determination to preserve neutrality. Non-involvement preserved yards; shortage of materials resulting from reduced imports overcome by intelligent exploitation of domestic resources. Vessels built included CLAA (completed after war), DD, DC, SS, AM, PT and coastal warfare types.
- (24) SWITZERLAND: NIL.
- (25) TURKEY: Aside from assembly of a few vessels from previously imported components, no significant activity.
- (26) WEST GERMANY: as heart of the 3rd Reich
big ship construction suspended, except for the completion of 2 BB, 1 CA begun before the war; a moderate effort in DD, DC types; an optimum effort in submarines; a large scale effort in AM, AMC, PT and other coastal warfare types; and conversion of all types of mercantile categories. The Bremen and Hamburg yard complexes were supported by yards in Kiel, Emden and Lubeck.
- (27) WEST BERLIN: NIL.
- (28) YUGOSLAVIA: the small pre-war program, consisting largely of assembly of DD and smaller types from imported components, was halted by the German 1941 invasion. Axis made only limited use of facilities, for assembly of standardized amphibious and coastal craft.

(b) SUMMARY

While in control of most of Europe, Germany failed to exploit to the utmost existing shipyard production potential in occupied countries for the construction of large, medium or even smaller regular combatant type vessels. The bulk of regular combatant tonnage completed for the German Navy was carried out in yards within the confines of Germany proper.

The reasons for this phenomenon are probably varied, but lack of materials was probably not the criterion.

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ABBREVIATIONS USED IN NAVAL CONSTRUCTION SECTION NIE-40

BB - - - - - Battleship
BM - - - - - Monitor
CA - - - - - Heavy Cruiser
CL - - - - - Light Cruiser
CLAA - - - - - Light Cruiser, anti-aircraft
DD - - - - - Destroyer
DC - - - - - Coastal Destroyer
DE - - - - - Ocean Escort
SS - - - - - Submarine
PG - - - - - Gunboat
PF - - - - - Frigate
PGE - - - - - Escort
PC - - - - - Submarine Chaser
AM - - - - - Minesweeper
AMC - - - - - Coastal Minesweeper
QMC - - - - - Coastal Minelayer

'O' before any of the above designations
equals old unit.

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